

LOCKHEED AIRCRAFT CORPORATION		ENGINEERING STUDY <input type="checkbox"/>		CHANGE PROPOSAL <input checked="" type="checkbox"/>		LAC - 199				
DATE 21 December 1964		AFFECTS: WSPO <input type="checkbox"/>		PROJECT <input checked="" type="checkbox"/>						
NAME OF MAJOR COMPONENT Parachute		PART OR LOWEST SUBASSEMBLY		PART NO. & MODEL OR TYPE						
TITLE OF PROPOSAL : PARACHUTE EVALUATION - 35-foot Canopy										
NATURE OF PROPOSAL : See Page 2										
REASON FOR PROPOSAL : To provide Parachute with larger Canopy										
ES		ESTIMATED COST AND TIME INVOLVED : ADDITIONAL FUNDING REQUIRED :								
CP		ESTIMATED COST FOR KITS OR PARTS : See Page 3 ADDITIONAL FUNDING REQUIRED : Contingent upon availability of FY '65 funds								
ITEMS AFFECTED BY PROPOSAL :										
SAFETY <input type="checkbox"/>	MISSION EFFEC- TIVENESS <input type="checkbox"/>	PERFORM- ANCE <input type="checkbox"/>	OPERATING PROCEDURE <input type="checkbox"/>	INTER- CHANGE- ABILITY <input checked="" type="checkbox"/>	WEIGHT OR WEIGHT & BALANCE <input checked="" type="checkbox"/>	TOOLS & SUPPORT EQUIPMENT <input type="checkbox"/>	MAINTENANCE PROCEDURE <input checked="" type="checkbox"/>	SERVICE LIFE <input type="checkbox"/>	FLIGHT MANUAL <input checked="" type="checkbox"/>	MAINTENANCE MANUAL <input checked="" type="checkbox"/>
EST. MAN/HRS. REQ'D. TO ACCOMPLISH CHANGE IN FIELD										
SOURCE OF PARTS FOR KIT Noted				AVAILABILITY - - WEEKS AFTER APPROVAL (See Page 3)						
DISPOSITION OF SPARES AFFECTED No longer used										
INITIATED BY : Project				APPROVED : PROJECT		ILLEG B				

NATURE OF PROPOSAL:

Type T-10, 59E6228-3 parachute canopy assemblies will be reworked to reuse the 49J7141 canopy only. This canopy will be repacked into a semi-rigid package of 2-1/2" to 3-1/2" average thickness, as follows:

1. Provide a fiberglass or plastic stiffener in the lower 23 inches of the pack in order that the pack shall not change shape during use.
2. Provide pack width stiffener bars in upper 5 inches of the pack to allow user to curve the pack to his shoulder area contour and also to maintain twisting flexibility.
3. Provide a 40-inch diameter formed gore canopy for the pilot chute with a coil spring for positive ejection.
4. Provide quarter bag (deployment bag) and basic harness to be integrated with the pack.
5. Provide a 4-pin/cone closure basic pack with maximum manual release force for the rip cord in accordance with MIL-P-6645E.

The pack assembly will be integrated and compatible with the Q350 seat assembly and the Q445 seat pack.

A minimum of eight (8) chutes will be packed for test and evaluation. Above mentioned canopies may be diverted from current production at M. Steinthal & Co. (Contract F1-B Class 2 Automatic Ripcord Release will be GFAB.

Testing will be accomplished as follows:

1. Laboratory Tests - Manufacturer will conduct table pull-outs to affirm pack design and rigging.
2. Whirl Tower Tests - Will be conducted per customer requirements.
3. Flight Tests - It is recommended that this program, aside from tests above, shall be mutually discussed and resolved between cognizant personnel.

It is proposed that Whirl Tower and flight tests be conducted at 6511th Test Group, El Centro, California.

A final test report encompassing all test data and conclusions will be prepared.

Whirl Tower, tower rigging personnel, torso dummy, drop, jump and chase aircraft and crews will be GFAB.

Upon satisfactory completion of tests a separate ECP will be issued for a number of complete parachute assemblies to be specified by the customer.

Next 1 Page(s) In Document Exempt